

Question 1 – Clarification on outside height of vehicle and interior height if vehicle.

In the solicitation's documents it is mentioned that "cargo area shall provide standing headroom" and section 3.5.1 Human Factors calls out a vehicle design suitable for the "95% of the operator population". For maximum height and the associated headroom, there would need to be interior floor to roof clearance of "188.0cm". Taking the "overall height maximum is 215.9cm" and subtracting the "distance from truck floor to ground minimum is 66.0cm," results in a maximum distance from the vehicle floor to the outside of the vehicle roof to be 149.9cm. This would not achieve "standing headroom" for any of the "95% of the operator population".

- a. Have we interpreted the dimensions and their meanings correctly?

Response: The SI units were not listed correctly. We have updated the Table 3-1 Physical Dimensions as follows. The Specification lists the overall height maximum as 112 inches which is equivalent to 284.4cm.

CHARACTERISTIC	REQUIREMENT			
	Minimum (Nominal)		Maximum(Nominal))	
	SI	(US)	SI	(US)
Ground clearance at GVW*	18.5 cm	7.3"		
Useful Mail cargo stowage capacity	4.38 m ³	155 ft. ³		
Rear door opening (clearance dimensions)	123.2 cm W 182.9 cm H	48.5" 72"		
Side door window sill height (above ground)			111.8 cm	44"
Width between wheel houses	121.9 cm	48"		
Maximum overall length (bumper to bumper face)			584.2 cm	230"
Maximum overall height (above ground)			284.4cm	112"
Vehicle width maximum (excluding mirrors)			203.2 cm	80"
Distance from truck floor to the ground	66.0 cm	26"	71.1 cm	28"
Interior ceiling to floor height w/door open	193.0 cm	76"		
Minimum clear flat cargo floor length	274.3 cm	108"		
Minimum clear flat cargo floor width (excluding wheel houses)	182.9 cm	72"		

- b. Do these dimensions only refer to the side doors?

Response: These dimensions refer to the interior of the cargo area. The Side door must also accommodate the 95th percentile for males as well. See answer a.

- c. If these dimensions refer to the cargo area and a flat load floor is required, in what direction can we grow the vertical dimension to achieve "standing headroom" for "95% of the operator population"?

Response: The floor height is important and must be between 26"and 28" and this will not be changed. But the overall height of the vehicle has been adjusted. See table in part a. The maximum

overall height will be updated to 110" in the technical specification to provide for the space for the roof structure and roll-up door clearance. However, the USPS desires the lowest overall height possible.

Question 2 – Interior cargo area functionality

In the solicitation's documents it is mentioned that the vehicle should be "capable of holding 4.38cm³ of mail and packages, while allowing free floor space sufficient to access the stowed mail and packages".

- a. Is the 4.38cm³ total cargo bay volume or is it referring to the shelving/storage volume only (ie. Is the central aisle included)?

Response: The 4.38 m³ is not the total cargo bay volume but the actual volume of the mail itself. It does not include the central aisle or ingress/egress space near the side cargo door. The volume of the minimum clear flat floor area multiplied by the ceiling to floor height can be considered to be the minimum volume of the cargo space.

- b. What is the desired width of the central aisle? The current LLV distance between shelving (ie. The central aisle) appears to be 123.19cm.

Response: A minimum of 30". This has also been reflected in the updated SOW. Please note that the distance between the shelving on the LLV is not comparable since the LLV is not a "walk-in" vehicle.

Question 3 – Suspension function (laden and unladen)

In the solicitation's documents it is mentioned that the "distance from truck floor to ground be 66.0cm minimum (to GVW ground), 71.1cm maximum (to KERB ground)". These specifications allows 5.1cm between KERB (unladen) and GVW (laden) at the rearmost point of the truck floor.

- a. Is a kneeling suspension required?

Response: The floor height ranges from 26 inches (66 cm) loaded to 28 inches (71.1 cm) unloaded to allow for suspension compression. The floor height requirement is to allow commonality with the LLV floor height and existing loading dock facilities. A Kneeling suspension is not required. However the USPS is open to it. This is a feature that is at the supplier's discretion.

Question 4 – Rear door function

In the solicitation's documents it is mentioned that the "rear door opening minimums be 123.2cm wide and 182.9cm high". If the 182.9cm minimum door height is subtracted from the vehicle height of 215.9cm, then the bottom of the door will be 33.0cm from the ground. Given that the distance from the truck floor to the ground is no less than 66.0cm, the bottom of the door opening would be 33.0cm below the truck floor.

- a. Is there a desire for an unspecified step/platform to be the lowest point (ie. the point that meets the bottom of the rear door)?

Response: Other than the rear step bumper, there is no other step or platform. The vehicle dimensions have been adjusted, see the table in question 1.a.

- b. Does this drive a height dimension change either for the overall height of the vehicle or the height of the truck floor from the ground? This situation is potentially related to Question 1.

Response: See previous response. The floor height will not change. The height of the vehicle has been adjusted.

Question 5 – Clear flat cargo floor function

In the solicitation's documents it is mentioned that the "minimum clear flat cargo floor length is 274.3cm" and the "minimum clear flat cargo floor width is 182.8cm".

- a. Can you clarify the meaning of "clear flat cargo floor" since our wheel arch dimension of 121.9cm needs to package in the cargo area?

Response: A clear flat floor means that there are no trip hazards and the floor is flush and flat from the driver's compartment to the cargo area. We understand that there will be wheel-wells and the wheel-well volume should be subtracted from the total volume of the cargo compartment. In the cargo compartment, the minimum flat floor length and width of 108 inches (274.4 cm) by 72 inches (182.8 cm) may contain the area of intrusion of the wheel wells, however the width of the floor between the wheel wells must be at least 48 inches (121.9 cm). USPS encourages innovative designs to reduce the overall length and width of the vehicle while meeting the interior dimensional requirements.

- b. The length of 274.3cm more than accommodates the 4.38m³ of specified cargo space, so does this infer that the central aisle volume may not be included in the cargo volume? This situation is potentially related to Question 2.

Response: Please refer to the previous question also. The 4.38 m³ is the useful payload (shelf / storage space), this does not include the volume for the central aisle or ingress/egress space near the side cargo door. When the minimum area of floor space is multiplied by the ceiling to floor height requirement, the volume of the cargo space is indeed more than double the required volume of mail to be carried. The volume of the minimum clear flat floor area multiplied by the ceiling to floor height can be considered to be the minimum volume of the cargo space.

Questions 6 – The Supplier Conference held on February 18, 2015.

- a. Is it possible to get an attendee list from the event?

Response: The Postal Service will not publicly disclose the list of attendees who participated in the NGDV Supplier Conference held on February 18, 2015. The reason it isn't disclosed publically is the Postal Service protects individual firms' interest or participation in a planned procurement. However, the Postal Service will disclose the listing of prequalified suppliers when established in order that firms (including SMWOB firms) seeking subcontracting opportunities have participation opportunities. Once the list of prequalified suppliers is determined, it will be posted on the Federal Business Opportunities website.

Questions from the "Request for Information and Pre-qualification/Sources Sought" :

Section 3.1 Overview

The Contract that will be awarded early January 2017, states that it will be for "a minimum of 3,000 vehicles by January 2018", and elsewhere it states "up to 180,000". Please can the USPS specify exactly what quantity will the total contract be for and over what period of time, how many per month or year?

Response: The Postal Service seeks and anticipates replacing the full quantity of our LLV, FFV and Minivan Delivery Fleet which is approximately 180,000 vehicles. The production award as currently planned for January 2017 will provide for delivery of vehicles over a multiple year schedule with substantial quantities annually. We currently anticipate annual investments over a minimum of 5 years, however the specific quantities and time frames will be established for the production RFP after feedback and discussions with the Prequalified supply base considering any cost and production rate tradeoffs.

Questions from the "USPS Specification: Vehicle, Carrier Route, Right-Hand Drive - DRAFT" :

Section 1.2 Background

- a) Understanding the processes involved; to design, develop and produce prototypes in 6 months is a significant challenge, so if an OEM can still meet the deadline of January 2018 for delivery of finished vehicles, can the prototype delivery be pushed back to later in 2016?

Response: The RFP will require the prototypes to be delivered 8 months after contract award.

- b) Is the number of prototypes 5 or is it two or more (Section 3.2), this needs to be defined?

Response: RFP will request 3 prototypes (i.e. if a supplier offers 2WD and 4WD configurations, two prototypes will be delivered in a 2WD configuration and one prototype will be delivered in a 4WD configuration).

- c) Are all (5) prototypes to be delivered by the February 2016 deadline or staggered over time?

Response: All three prototypes shall be delivered 8 months after contract award.

- d) It is the USPS's own statement that the NGDV needs to learn from previous experiences, and yet the USPS is applying a timeline that leans heavily towards the use of an existing product that is already in or close to production readiness. Is this the expectation of USPS?

Response: The RFP will require the prototypes to be delivered 8 months after contract award which is a revision to the 6 months outlined in the RFI. Supplier prototype proposals will be evaluated based on the evaluation criteria outlined in the Prototype RFP.

Section 3.1 Description

- Is there a preference for Front Wheel Drive or Rear Wheel Drive configuration?

Response: No preference.

Section 3.4.9.1 Emission Control Equipment

- Does this mean the engine, if ICE, must be flex fuel capable?

Response: Not necessary, however, the vehicle must meet EPACT and EISA 141 regulations.

Section 3.4.10.1 Certification and Testing Results

- Do prototypes have to be crash tested by February 2016?

Response: No.

Section 3.6.2.2 Fuel System

- If PHEV or BEV is offered does the plug need to be on the right side as well?

Response: Yes.

Section 3.6.4 Suspension

- Can alternative suspension configuration be offered so long as it meets all the requirements of these specs such as ride, durability etc.?

Response: Yes.

Section 3.13.1.2 Side Door Latch

- Is the programmable hand held or wrist band device currently being used by the USPS and if so will be provided to applicants for testing and implementation into prototypes?

Response: No – We currently do not use a programmable hand held or wrist band device to lock and unlock vehicle doors.

Section 3.15.6 Mail Tray

- Can the tray be made of composite material to the standards set out in NGDV Specs?

Response: Yes. The NGDV specification will be revised to allow for aluminum or non-corrosive composite materials.

Previous question from NGDV Q & A 2 on February 4th 2015, that still require answers:

Question 1: *Has a DAR been presented to the Post Master General and the Board of Governors for approval of this program?*

Response: No.

1. Does the fact that a DAR has not been presented to the Post Master General and the Board of Governors for approval therefore put this program in jeopardy should an approval not be reached?

Follow-up Response: The Postal Service's Next Generation Delivery Vehicle (NGDV) Program is a planned investment and part of the Postal Service's Five Year Business Plan. Capital investments are approved by the Investment Review Committee (IRC) of the Postal Service during monthly meetings and not the Board of Governors. The NGDV Program is currently scheduled for IRC briefing in March and again in June. This is the normal process for the funding of investments.

Question 4. *The RFI states that, "To defray supplier costs, the Postal Service will provide funding and pay a portion of prototype development and testing expenses under a negotiated milestone payment schedule." Can the Postal Service be more specific on either a percentage or dollar value of such payments relating to costs incurred by the supplier?*

Response: The Postal Service is working on the cost sharing idea and will have more specific information to be shared with the suppliers in the near future.

4. By what date exactly will the USPS announce cost sharing specifics?

Follow-up Response: There will not be an announcement concerning this matter. Prototype contract values will be negotiated individually with NGDV best value selected supplier(s) after the completion of all technical and cost evaluations for submitted proposals. We have not predetermined a number of prototype awards to be made, or the value of cost sharing which the Postal Service would incorporate into any awarded instrument(s).

Question 6: *What percentage of material is required to be sourced in the United States?*

Response: The Postal Service has not made a determination at this time as to what percentage of the end product will be required to be sourced in the United States.

6. Is it not essential for the USPS to determine and announce what the percentage of material is required to be sourced in the United States or will the USPS accept spending their budget on products made in other countries and not providing employment benefits to US citizens, that such a large budget should afford?

Follow-up Response: No update available.

Please can you also provide us with a list of all the attendees at the Supplier Conference held on February 18th 2015.

Response: The Postal Service will not publicly disclose the list of attendees who participated in the NGDV Supplier Conference held on February 18, 2015. The reason it isn't disclosed publicly is the Postal Service protects individual firm's interest or participation in a planned procurement. However, the Postal Service will disclose the listing of prequalified suppliers when established in order that firms (including SMWOB firms) seeking subcontracting opportunities have participation opportunities. Once the list of prequalified suppliers is determined, it will be posted on the Federal Business Opportunities website.

Questions in response to RFI – NGDV
Submission Date: March 3, 2015

1. Is the NGDV to have a 1,500 lb. payload or a 2,000 payload. Specification 3.4.7.2 states "plus a minimum payload of 680 kg (1,500 lbs.)". Yet the diagram on slide 20 of the USPS NGDV presentation reflects a payload of 2,000 lbs. Can you please clarify?

Response: The NGDV specification will be revised to reflect a minimum payload of 2,000 lbs.